

CITY OF BURBANK

Land Use Element

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**Land Use Element
Adopted May 31, 1988
Resolution #22,354**

I. LAND USE ELEMENT

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I. INTRODUCTION TO THE LAND USE ELEMENT

A. GENERAL

It is the purpose of this Land Use Element to provide appropriate land for the variety of activities associated with urban areas and to guide the manner in which this land is developed and used. In so doing, the Element intends to create and regulate a compatible and functional inter-relationship between the various land uses in the City.

The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements. It subsumes most of the concerns of the other six elements and plays a central role in synthesizing all land use issues. By its definition in Government Code Section 65302(a):

A land use element . . . designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

This Element presents a Land Use Plan and policies which establish a pattern of land use in the City and set standards and guidelines for the development of the various land uses.

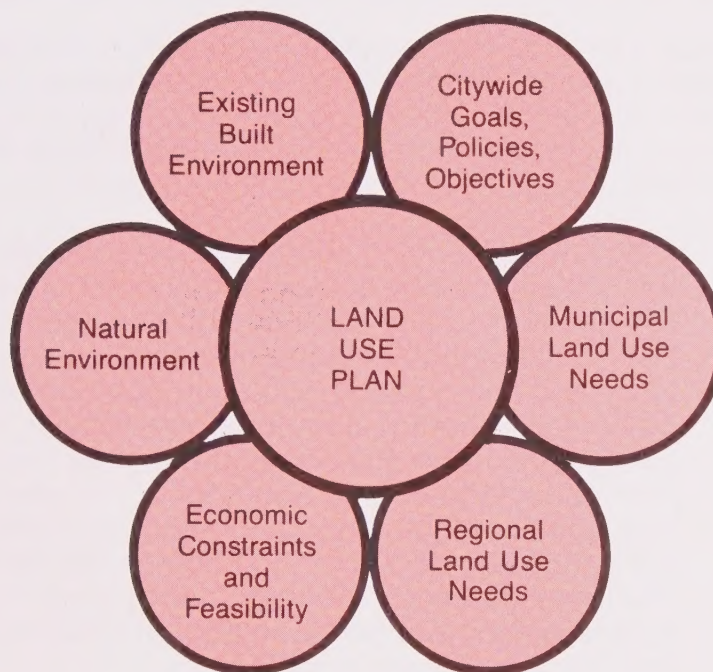
The Land Use Plan presented in this Element is a long-range plan (to the year 2005) and has been based on current community goals as well as on foreseeable needs and constraints of the community.

It is the intent of this Land Use Element to:

- Promote a balanced and functional mix of land uses consistent with community values;
- Provide for the growth of housing and employment opportunities in keeping with community goals and consistent with planned infrastructure and service capacities;

- Guide public and private investments;
- Reflect the opportunities and constraints affecting land use identified in the other elements of the general plan; and,
- Reduce loss of life, injuries, damage to property, and economic and social dislocation resulting from flooding and other hazards.

The Land Use Element is the vehicle for presenting the General Plan's Land Use Plan. The Element contains the information and rationale upon which the Plan is based. The Plan reflects the variety of concerns which play a role in municipal land use decisions.



B. RELATIONSHIP OF THE LAND USE ELEMENT TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is the General Plan's synthesizing chapter, presenting a plan which reflects the findings, goals, constraints, development policies and implementation measures of the other General Plan elements. The Land Use Plan is most closely linked to the Open Space/Conservation, Housing and Circulation elements, each of which establishes specific land requirements for current and future development. It is the role of the Land Use Element to meet these requirements in a logical and functional Land Use Plan. The Safety and Noise elements identify constraints to urban land use and development which must be integrated into the Land Use Plan.

C. THE RELATIONSHIP BETWEEN THE LAND USE PLAN AND THE ZONING ORDINANCE

The City's Land Use Plan and Map represent the general pattern of land use in the City. The Land Use Map indicates the predominant rather than the exclusive land use for an area. The Zoning Ordinance and Zone Map implement and interpret the City's Land Use Plan and policies. It is the Zone Map and Zoning Ordinance, rather than the Land Use Map, which identify the particular uses permitted on each parcel of land in the City. The Zoning Ordinance sets forth development standards and regulations to ensure that the goals, policies and intent of the Land Use Plan are carried out.

The Land Use Plan designates the ultimate land use pattern envisioned for the City, within the time frame of the Plan. The Zone Map, however, shows the current land use designation reflecting the existing needs of the community. Whereas the Zone Map designation should be consistent with the General Plan as far as land use category is concerned, the zoned land use may be less intense than that ultimately intended by the General Plan. Areas of the City in which there are differences between the long-range Land Use Plan and current zoning are areas in which a change in land use is seen occurring within the 20-year time span of this Plan. The Plan indicates areas where future density increases or land use changes can be accommodated by City services and are in keeping with overall community goals.

Rezoning can be initiated by the City Council, Planning Board or by an individual property owner. The Land Use Plan is a guide for City decision makers as to which zoning changes are appropriate; it also shows the private development sector where changes in land use are likely to be approved.

Though Burbank is not required, as a charter city, to meet the state's requirement for consistency between the general plan and the zoning ordinance, it is the intent of this Element in fact to create and maintain such land use consistency. Mechanisms for regulating consistency are discussed in the Land Use Plan and Implementation sections of this Element.

D. ZONING CONSISTENCY

Whereas the Land Use Plan indicates the ultimate pattern of land uses and intensity of development envisioned for the City in the year 2005, the City's Zoning Ordinance indicates the current land use designations. Like the Land Use Plan, the Zoning Ordinance has both a map and text which indicate the location of, and development standards for, each zone classification. The Zoning Ordinance is the primary tool for implementing the Land Use Plan. Standards and regulations specified in the City's

Zoning Ordinance are one way of ensuring that the goals, policies and intent of the Land Use Plan are carried out.

As a charter city, Burbank's zoning is not required by California law to be consistent with this Land Use Plan. Therefore, the City did not develop this Plan with the intention of meeting the legal requirements for consistency. Nevertheless, it is the intent of this Plan that the land use and zoning designations be consistent in order to ensure that property owners and residents have a clear picture as to the use and intensity allowed on a given piece of property.

The table and accompanying text in Appendix C serve as a tool for indicating which zone classifications are consistent or conditionally consistent with the intent of each land use category of the Land Use Plan. It should serve as a guide to decision makers in determining those areas in which existing zoning is inconsistent and should be changed, as well as those areas in which proposed zone changes would be appropriate.

E. SITE PLAN REVIEW

Another important tool for interpreting and implementing the goals, policies and development standards in the Land Use Element is Site Plan Review.

Site Plan Review provides for a careful review of proposed development plans in order to ensure that all new development is consistent with the adopted plans and policies of the City and with all development standards of the Burbank Municipal Code.

The Site Plan Review process is intended to maintain and encourage high standards in development throughout the City by making sure that all new uses and structures meet the specific intent clauses, policies and performance standards set forth in this Land Use Element, other General Plan elements and other adopted City plans.

A critically important part of the Site Plan Review process is the preapplication consultation, in which the developer meets with planning officials prior to submittal of the plan; various aspects of the site plan are discussed in order to determine, as early in the review process as possible, the required site plan considerations.

F. PLANNED DEVELOPMENT

The City of Burbank recognizes the benefits of unique development projects and wants to facilitate and encourage this type of development. To this end, the City has adopted a Planned Development Ordinance which creates an alternative process for reviewing and allowing unique residential, commercial, industrial and mixed-use projects which deviate somewhat from adopted development standards.

Planned Development is intended as a tool to accommodate unique developments which will create a functionally and aesthetically desirable component in the community. The Planned Development process allows for deviations from designated densities and adopted development standards where the proposed development can be shown to be consistent with adopted goals, policies and intent specified in this Land Use Plan. This flexibility benefits both the community and the developer.

A Development Agreement between the City and the land owner or developer is the legal mechanism for implementing and enforcing the approved planned development. This agreement details terms, conditions and regulations of the planned development and must be approved by City Council.

This Plan encourages the utilization of the Planned Development option wherever possible as a means of achieving optimal development of a site. High density residential projects must make use of the Planned Development process.

G. SPECIFIC PLANS

The Specific Plan is the tool available for addressing the specific problems, needs and development requirements in a particular area of the City. Whereas the Land Use Element deals with land use policy and development on a Citywide basis, the Specific Plan identifies a unique area of the City and details the intended uses of land for this area, as well as establishing policies and development standards only for the Specific Plan area.

The Specific Plan is intended to expand upon and implement in detail the goals and policies of the General Plan while addressing an area's specific needs in a manner consistent with the adopted General Plan.

The Specific Plan is regulatory in nature and serves as zoning law for the area so designated.

This Plan encourages the formulation of Specific Plans to address the development needs of unique areas of the City.

H. BACKGROUND FINDINGS

Each city is unique by virtue of its location, population characteristics, economic advantages and constraints as well as its built and natural environment.

In an established city such as Burbank, existing land use patterns and trends in development define the character of the City as it is today and serve as indicators of the City's future identity.

Four types of findings provided the base upon which the Land Use Ele-

ment was formulated; these are:

- Facts and figures about Burbank;
- Current land use trends;
- Major existing land uses;
- Key issues.

These findings are presented in detail in Appendix A.

I. KEY ISSUES

There are several issues which have assumed central importance in the process of formulating the Land Use Plan and policies for the future development of the City. These issues deal primarily with problems facing the City or with decisions regarding the nature, scope or direction of future development in Burbank.

The key issues which this revised General Plan Land Use Element has had to deal with are:

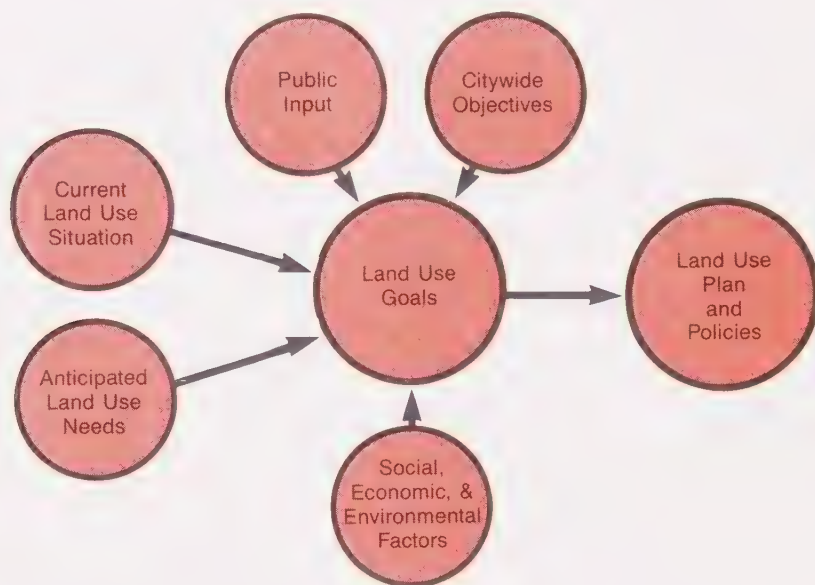
1. Population, housing and employment;
2. The provision of more housing opportunities in the City;
3. Residential density increases to accommodate growth;
4. Aging housing stock;
5. Linear commercial development;
6. Land use in the airport noise impact area;
7. Hillside residential development;
8. Growth control;
9. Height restrictions.

The analysis of these issues has played an integral role in the formulation of the Land Use Plan and policies presented in this Element. The resolution of the key issues, in the General Plan revision process, has resulted in decisions as to the direction and scope of future development, goals and policies to guide future development, and recommendations regarding specific actions to be implemented.

These issues are discussed in detail in Appendix B.

II. LAND USE GOALS AND POLICIES

The Land Use Plan is based on a set of land use related goals which reflect, and are designed to support, the Citywide objectives of the General Plan. Public input played an important role in formulating many of the land use goals. This input was derived from a citizen participation program which elicited citizen response with respect to future development in the City. The goals acknowledge the changing economic, social and environmental conditions in the City and surrounding region and the current and anticipated needs of the community.



The goals and policies found in this section express the City's position on land use and development in Burbank.

A. GOALS

1. To allow for a moderate amount of population growth in the community.
2. To create a land use pattern which separates and ensures non-encroachment of conflicting or potentially conflicting land uses; and to adopt development standards which increase the compatibility of potentially conflicting land uses where they are adjacent to one another.
3. To create and maintain a land use intensity pattern consistent with the capabilities and constraints of the City's street system, sewer

and water distribution systems, electrical generation and distribution systems, drainage facilities, and public open space facilities.

4. To ensure that the City as a whole, or any sector of it, does not grow beyond the ability of the municipality to provide the necessary public services, facilities and amenities.
5. To achieve and maintain adequate off-street parking for all new development and to encourage the improvement of off-street parking in existing developed areas.
6. To meet the full spectrum of Burbank's residential needs with respect to dwelling type, tenure, cost, location and proximity to employment.
7. To preserve residential land use in general and single family residential neighborhoods in particular; and to ensure that all residential development is of quality design and construction and provides for adequate light, air and usable open space.
8. To preserve to the greatest extent possible the natural wilderness character of the Verdugo Mountain area for the scenic and recreational enjoyment of all City residents.
9. To minimize the dangers from natural hazards such as fire, flood and seismic activity, and airport-related hazards.
10. To achieve compatibility between airport generated noise and adjacent land uses by means of land use controls, noise abatement and noise mitigation measures.
11. To maintain Burbank's role as a regional employment center.
12. To achieve a balance of commercial land uses that will provide for the retail, professional and service needs of the City's residents, as well as attracting customers and consumers from the surrounding region.
13. To create industrial areas in which it is economically feasible to manufacture and provide goods, services and employment in an environment that is attractive, convenient and safe.

B. POLICIES

Land Use policies serve as guidelines to both planners and decision makers in the process of determining the nature of future development in the City. The following policies are designated to implement this Element's land use goals.

1. Land use allocation and urban development shall reflect geologic and seismological studies and noted hazard areas.
2. City-owned land in the Verdugo Mountain area will be retained as public open space for recreational and conservation uses.

3. The City will acquire, wherever possible, the remaining privately-owned undeveloped hillside land in the Mountain Reserve for public open space.
4. Urban development in the privately-owned portions of the mountain area shall be complementary to the area's natural environment.
5. All existing municipal parks shall be preserved and the City shall seek to acquire more land for local urban parks.
6. Building height is limited to an absolute maximum of 70 feet, even with a conditional use permit, except in the City Centre Redevelopment Project area, the Golden State Redevelopment Project area, the Media District, and other areas for which there is a specific plan.
7. In order to minimize any possible land use conflicts, the interface between potentially conflicting land uses or land use intensities shall occur as follows:
 - Wherever possible, the interface shall occur along rear lot lines or across arterial or secondary arterial streets.
 - Medium or high density multiple family development shall not abut, nor be across a local or collector street from, single family residential areas, unless:
 - This interface exists under current zoning;
 - The front yards of the potentially conflicting land uses do not face each other; or,
 - The multiple family development faces onto an arterial street.
8. Commercial and industrial development adjacent to existing residential areas shall be charged with the responsibility for mitigating any potential disturbance through buffering by means of landscaping, facility design, setbacks, and other forms of design improvements.
9. Land use intensity shall be consistent with the capacity and constraints of the surrounding street system.
10. Land uses and intensities shall be consistent with the capabilities and capacities of sewer and water distribution systems and drainage facilities.
11. Open space, recreation and cultural facilities will be provided in keeping with population growth and residential density increases.
12. The recycling of land will be encouraged and facilitated in underutilized or deteriorating areas of the City.
13. Rehabilitation of deteriorating residential, commercial and industrial properties will be vigorously promoted and strict Code enforcement will be implemented as part of a comprehensive rehabili-

tation program.

14. New development shall be required to pay the full cost of all municipal infrastructure improvements it necessitates; this includes but is not limited to park development, improvements to streets (including signalization and turning lanes), highways and other transportation facilities, sewage treatment and transmission facilities, and upgrading of water and power facilities.
15. All new development will provide adequate off-street parking; parking requirements shall be reviewed periodically and amended when necessary to meet identified needs of the community.
16. New development shall have architectural design that is compatible with surrounding properties and which enhances the appearance of Burbank.
17. Adequate residential land will be provided, at appropriate densities, to allow for and facilitate population growth.
18. Residential land will be provided to accommodate and encourage variety in residential opportunities with respect to type, tenure, location and cost.
19. New multiple family residential development shall provide for adequate light and air and shall offer usable open space on site to augment the limited supply of public open space.
20. Development combining residential and commercial uses is encouraged in Limited Commercial and City Center Commercial areas where the subject property is not proximate to a single family residential zone.
21. Concentrations of similar and related commercial uses in commercial areas are encouraged.
22. Single family residential neighborhoods shall be preserved wherever possible; densities shall not be increased, and other land uses shall not be allowed to encroach unless they primarily serve the neighborhood in which they are located.
23. The City Centre Redevelopment Project area shall be the primary center for retail commercial activity with neighborhood commercial centers and strip commercial development serving a supplementary and complementary function.
24. The Media District area shall be the primary center for media-related industry as well as related and supportive office and commercial uses.
25. The Golden State Redevelopment Project area shall be the major center for airport-related industries.
26. Industrial activities shall be separated from conflicting land uses.
27. Incompatible land uses within the airport noise impact area shall

not be intensified.

28. In areas impacted by airport noise (within the 65 dB CNEL contour), all building permits and discretionary permits are conditional upon the achievement of noise compatibility through the acquisition of an aviation easement, noise insulation or change in land use.
29. The undergrounding of utilities is mandatory for all new residential subdivisions and for major projects in the City's three redevelopment project areas. Undergrounding of public utilities will be undertaken wherever necessary for public safety. All other new projects should make adequate provision for the future undergrounding of utilities. The undergrounding of all public utilities is highly desirable and is encouraged wherever possible.
30. Public utility easements will be protected and maintained in order to facilitate the safe and effective provision of public services. These easements may not be encroached upon nor access diminished in any way without an encroachment permit from the affected utilities.

In addition to the general land use policies presented here, specific development policies are given in the Land Use Plan for each particular land use category.

III. THE LAND USE PLAN

A. LAND USE CATEGORIES

The purpose of the Land Use Plan is to identify the several categories of land use within the City and to show their general distribution. The Plan aims at establishing a functional and harmonious interrelationship between the various land uses in the City while reflecting the values and desires of the community.

The Land Use Plan consists of a text and a map. The text identifies the categories of land use, describes their intended use and outlines policies guiding development within each category. It is the map that shows the physical distribution of the land use categories throughout the City. The Land Use Map indicates the predominant land use in an area.

The land uses described on the following pages, and indicated on the Land Use Map, are summarized in Figure 1, page 13.

1. RESIDENTIAL LAND USE

The Residential Land Use category designates areas in which the principal use of land is for dwellings. The Plan designates four residential density classifications ranging from a low of up to seven dwelling units per acre to a high of 87 dwelling units per acre.

The residential land use categories also include limited areas of supportive non-residential land uses provided that such uses are found to be compatible with the predominant use.

Residential Land Use Objectives

In addition to fulfilling the community objectives set forth in the General Plan Introduction, it is the intent of this Plan to:

- Achieve a suitable balance of densities in order to provide for a full range of residential types to fit the City's needs;
- Preserve the existing quality of Burbank's residential areas and ensure proper and adequate municipal services and facilities for all residential areas;
- Create more affordable housing in the community;
- Provide usable open space in conjunction with new residential development.

Residential Land Use Policies

In addition to the Citywide policies set forth in the General Pla

LAND USE	IN ACRES	OF TOTAL
<u>Residential</u>	<u>3,846</u>	<u>35.0</u>
Single Family	3,081	28.0
Multiple Family - Low Density	185	1.7
Multiple Family - Medium Density	511	4.7
Multiple Family - High Density	69	0.6
<u>Commercial</u>	<u>537</u>	<u>4.9</u>
City Center Commercial	112	1.0
Shopping Center	65	0.5
Limited Commercial	287	2.5
Unlimited Commercial	50	0.5
Commercial Recreation	23	0.5
<u>Industrial</u>	<u>1,173</u>	<u>10.8</u>
Restricted Industry	292	2.7
General Manufacturing	872	8.0
Horse Compatible	9	0.1
<u>Mountain Reserve*</u>	<u>2,257</u>	<u>20.6</u>
<u>Open Space</u>	<u>428</u>	<u>3.9</u>
Public Parks	341	3.1
Private Open Space	87	0.8
<u>Public Facilities</u>	<u>164</u>	<u>1.5</u>
Public School Sites	164	1.5
Other**		
<u>Circulation</u>	<u>2,518</u>	<u>23.0</u>
Freeways	180	1.6
Streets	1,903	17.4
Railroad	80	1.0
Airport	355	3.0
<u>Miscellaneous</u>	<u>43</u>	<u>0.3</u>
Flood Control	34	0.3
Other***	9	
TOTAL AREA	10,966	100.00

* Does not include 228 acres of public park land in the Mountain Reserve.

** Acreage of other public facilities has been calculated as part of surrounding land use categories.

*** A 0.0008 deviation due to graphic reproduction scale and rounding of calculations.

Figure 1: Summary of Land Use

Introduction, the following policies are established:

- Provide a full complement of public facilities to adequately and efficiently serve the people who reside in all residential areas of the City;
- Prohibit incompatible uses in or adjacent to residential areas;
- Actively encourage rehabilitation and maintenance in older residential areas in order to prevent blight, decay and depreciation of land values;
- Promote strict Code enforcement to be implemented as part of a comprehensive rehabilitation program;
- Continue municipal support for civic beautification programs, tree planting and other public measures aimed at creating and maintaining attractive residential neighborhoods;
- Provide adequate streets, utilities, water, sewers, storm drainage and street lighting in all residential areas;
- Limit densities to the capability of the infrastructure and service systems.

The distribution of residential land among the four density categories is as follows:

		ACRES	PERCENTAGE OF TOTAL RESIDENTIAL LAND
SINGLE FAMILY	- Low Density	3,081	80%
MULTIPLE FAMILY	- Low Density	185	5%
MULTIPLE FAMILY	- Medium Density	511	13%
MULTIPLE FAMILY	- High Density	69	2%
TOTAL		3,846	100%

A summary of residential densities is given in Figure 4, page 26.

a. SINGLE FAMILY - LOW DENSITY RESIDENTIAL

The Single Family Low Density Residential classification of land use is intended to provide for neighborhoods of single family detached dwelling units. The overall density in this category will not exceed seven dwelling units per net residential acre, with a minimum lot area of 6,000 square feet for each unit, except in the case of a Planned Development. In the case of a Planned Development, density shall not ex-

ceed 15 dwelling units per net residential acre.

It is a policy of this Plan that second dwelling units be allowed on single family lots in conformance with state law. This use is considered to be consistent with the Single Family designation and will not be included in density computations.

This land use category allows for supportive non-residential land uses such as private schools and churches provided that such uses generally serve a neighborhood service-related purpose. All non-residential uses in single family residential areas require conditional use permits based on findings of compatibility and requiring adequate buffering from adjacent residential uses. Primary access to non-residential uses should be off collector or arterial streets, if possible, to protect residential streets from excessive traffic.

Single family low density residential development is the largest single land use in the City, covering 27 percent of the total urban area. Nearly all the land designated for single family residential use has been developed.

It is a policy of this General Plan to protect and maintain the amenities of the existing single family neighborhoods and to prevent encroachment into these areas of incompatible land uses, including higher density multiple family residential uses.

To preserve the low density suburban character of Burbank's single family residential neighborhoods, this Plan recommends that all single family residential structures be limited to two habitable stories in order to prevent taller structures from intruding into single family neighborhoods which are predominantly single story in scale. An exception could be made for homes built in the steep hillside areas or for special circumstances via conditional use permit.

This Plan discourages the creation of flag lots in developed neighborhoods unless, due to the size, configuration or elevation of the proposed flag lot, it can be shown not to have an adverse effect on adjacent properties.

(1) Single Family Horse Areas

The City of Burbank is one of the few cities in the metropolitan area which provides lots for single family dwellings upon which horses may be kept. Approximately 114 acres of land have been designated for keeping horses.

Special horsekeeping zoning is critical to maintaining an area where horse owners can live in proximity to

horse trails and facilities. These areas are intended to accommodate the private stabling of horses for the personal and exclusive use of the residents. Zoning regulations reflect this policy and provide regulations and development standards for these areas. The circulation pattern and traffic regulations in these areas shall provide for equestrian street crossings and access to riding trails.

It is a policy of this Plan to preserve and maintain all existing designated horsekeeping property in the City. Furthermore, it is policy to protect these areas from encroachment by any incompatible land use which could adversely impact the use of horsekeeping property for equestrian-related activities.

The Plan calls for protecting the uniqueness of the horsekeeping areas by requiring adjacent multiple family developments to provide a landscaped buffer and by limiting the height of structures adjacent to single family residential and single family horsekeeping lots. These requirements should be included in the City's Zoning Ordinance.

The areas recognized for horsekeeping use are (see Figure 2, page 17):

- The area bounded by California Street, Riverside Drive, Fairview Street and the City limits;
- The general area bounded by Keystone Street, Alameda Avenue, Mariposa Street and the City limits;
- The general area bounded by Riverside Drive, Main Street, Alameda Avenue, Victory Boulevard and the City limits; and
- The general area bounded by Alameda Avenue, Main Street, Valencia Avenue and Victory Boulevard.

An additional area considered appropriate for single family horsekeeping use is the approximately seven acre neighborhood bounded by Fairview Street, the City boundary, Catalina Street and the southern lot lines of the properties fronting on the south side of Riverside Drive (see Figure 2).

Due to its proximity to existing horsekeeping areas as well as direct access to horse trails, the Equestrian Center and Griffith Park, this area is considered highly suitable for single family horsekeeping use. A rezoning of this area for horsekeeping use is consistent with the intent of this Plan on the condition that: 1) no less than an entire block be rezoned at one time, and 2) the rezoning be requested by a majority of property owners in the affected area.

(2) Duplex Zoning in Single Family Residential Areas

Approximately 51 acres of land designated in this Plan for Single Family Low Density Residential use is zoned, and to a great extent developed, R-2 (duplex—two dwelling units per lot). This duplex zoning is primarily found in small patches in the midst of large single family neighborhoods; for this reason, this Land Use Plan has not designated these as multiple family residential areas, but rather included these small duplex areas in the Single Family Low Density Residential category. It is a policy of this Plan to allow R-2 development in the existing R-2 zones within the Single Family Low Density Residential category, but to prohibit any new zoning other than R-1 in these areas. The single family residential areas with existing R-2 zoning are noted with an (▲) on the Land Use Plan map.

b. MULTIPLE FAMILY - RESIDENTIAL

The Multiple Family Residential category, composed of three subcategories, covers a wide range of multiple unit residential densities—from 8 to 87 dwelling units per net residential acre—and provides opportunities for a variety of multiple family residential dwelling types. While the primary use in this category is for dwellings, compatible nonresidential uses may also be permitted.

The Plan establishes the following policies for the development of multiple family residential areas and recommends that they be reflected in the City's Zoning Ordinance.

Multiple Family Residential Land Use Policies

- Promote quality of all multiple family residential development by requiring:
 - Front and side yard setbacks consistent with original lot orientation, regardless of changes in lot configuration resulting from land assemblage;
 - Every multiple family dwelling unit to be oriented toward open space in order to provide for adequate light, air and privacy;
 - A reasonable amount of usable recreational open space and/or other recreational amenities as part of every multiple family residential development;
 - Mature landscaping with permanent automatic irrigation in front of every structure;
 - Wherever possible, landscaping be provided on all sides of a new structure;
 - Berms and landscaping to substantially screen all parking either interior or exterior;
 - All exterior walls of new structures be segmented through the use of projections or changes in massing or surfacing materials in order to provide visual relief and reduce appearance of excessive bulk;
 - Design elements used for the front elevation be incorporated in side and rear elevations as well;
 - Vehicular accessways be designed and landscaped to be compatible with the surrounding residential character;
 - Parking lots/garages and their access driveways/

ramps be designed to minimize the potential for accidents or awkward vehicular maneuvers and eliminate disincentives for tenants to use the on-site parking including difficulty in entering or exiting required spaces;

- Trash enclosures be scaled to the size and number of units in the development and that they be of adequate size and shape to accommodate municipal trash receptacles and be located to provide for sufficient access;
 - Semi-subterranean garages are not to encroach into front yards and not into the entire setback of corner side yards.
- Encourage the grouping of several parcels of land for multiple family residential development to permit more efficient land use and greater flexibility in design and development. This is intended to facilitate the development of medium and high density groupings on sites large enough to accommodate multiple units with large areas of usable landscaped open space.
 - Grant a density bonus for multiple family developments which provide units for persons or families of low and moderate income.
 - Regulate the access to multiple family development sites to ensure that the traffic generated will not congest adjacent streets and that arterial traffic flow will not be disrupted by left turns into and out of the structure.
 - Require landscaped areas between the protruding walls of a semi-subterranean garage and the sidewalk on a corner side yard. A landscaped area should also be provided between semi-subterranean or fully subterranean garages and adjacent single family property lines; this area should be large enough to support mature landscaping adequate for screening the adjacent multiple family structures.
 - Minimize possible land use conflicts by regulating the interface between multiple family and single family residential areas and adopting development standards designed to minimize the impact of multiple family uses adjacent to single family dwellings as follows:
 - Wherever possible, the interface shall occur along alleys, rear property lines or secondary arterial streets;
 - Medium or high density multiple family development shall not abut, or be across a local or collector street from single family residential areas unless this interface

exists under current zoning;

- Off-street parking shall be designed to meet the anticipated tenant and visitor parking needs and thereby eliminate the need for residents of, or visitors to, multiple family structures to park on the street;
- Off-street parking, required by Code, shall be provided to tenants and visitors free of charge to encourage its use;
- Multi-family structures shall be set back a sufficient distance from abutting low density single family property lines to provide additional light, air and privacy to these properties;
- The following design considerations shall be incorporated in the architecture of all new multiple family residential structures within 150 feet of property zoned for single family residential use:
 - Massing and/or surfacing materials must divide long exterior walls into segments that are architecturally compatible with the adjacent single family neighborhoods;
 - Roof design must suggest single family dwelling design wherever possible; and
 - Architecture must be sensitive to the theme or character of the surrounding neighborhood.
- Multiple family structures adjacent to single family areas should be limited in height in order to ensure privacy, light and a compatible scale between the multiple family and single family residential structures. This can be best achieved by a graduated height limit in which that portion of the multiple family structure closest to a single family property is comparable in scale to single family structure heights. Portions of the multiple family structure further from the single family property may increase in height in proportion to the distance from the single family property line. Any multiple family residential structure over three stories requires a conditional use permit.

Area

A total of about 765 acres has been designated for Multiple Family Residential use; the distribution among the three sub-categories is as follows:

Multiple Family - Low Density	185 acres
Multiple Family - Medium Density	115 acres
Multiple Family - High Density	69 acres

The subcategories are described below:

(1) Multiple Family - Low Density

The Low Density Multiple Family category is intended to provide land for multiple family development not to exceed 29 dwelling units per net residential acre or one dwelling unit for each 1,500 square feet of lot area, except in the case of Planned Developments which may have a maximum density of 58 dwelling units per net residential acre. The minimum lot size required for this land use category is comparable to that required in a single family residential zone. A larger than minimum lot is recommended, however, and may even be necessary in order to provide for adequate air, usable open space and parking design. The low density multiple family category is intended to accommodate single family detached units with guest houses, duplexes, triplexes and four-plexes, as well as two to three-story multiple unit structures.

In the case of Planned Developments, densities greater than those normally allowed in this land use category will be considered only where the proposed development is on an arterial street and is at least 100 feet from any single family residential property line. Higher densities will be allowed only for Planned Developments that can be shown to retain the low density character, appearance and limited impacts associated with this land use category. Where a proposed development can be shown to meet these criteria, density increases will be allowed.

This land use category also includes supportive non-residential land uses such as schools, churches and libraries, provided that such uses generally serve a neighborhood service-related purpose. All non-residential uses require conditional use permits based on findings of compatibility and requiring adequate buf-

fering from adjacent residential uses. Primary access to non-residential uses should be off collector or arterial streets to protect residential streets from excessive traffic.

(2) Multitple Family - Medium Density

The intent of the Medium Density Multiple Family category is to accommodate medium density apartment and condominium developments, the overall density of which would not exceed 58 dwelling units per net residential acre, or one dwelling unit for each 750 square feet of lot area, except in the case of Planned Developments. Planned Developments in this land use category may have a maximum density of 87 dwelling units per net residential acre.

Planned Development is encouraged in this residential land use category, and is seen as a means of ensuring that the best possible development occurs on a lot and that the development standards and guidelines contained in this Plan are met. Inasmuch as development on large sites is generally better able to provide the desired open space, amenities and design configuration specified in this Plan, it is the intent of this Plan that projects built to the medium density multifamily be on sites that are larger than the sites allowable for single family and multiple family low density projects and that the larger lot size be in proportion to the difference in allowed densities.

While the primary use in this category is medium density residential development, it is the policy of this Plan that compatible non-residential land uses, such as schools, churches and libraries, also be permitted. All non-residential uses require conditional use permits based on findings of compatibility and adequate buffering from adjacent uses.

(3) Multiple Family - High Density

The High Density Multiple Family classification of land use is intended to provide for high intensity residential development such as concentrated groupings of townhouses, apartments and condominiums. High density residential development requires a lot size larger than that required for the lower residential densities and in proportion to the difference in the allowed

densities, with a minimum lot area of 500 square feet per dwelling unit; the overall density in this category will not exceed 87 dwelling units per net residential acre. High density residential developments must provide generous on-site open space and recreational opportunities, such as swimming pools, spas and recreation rooms. Guest parking must also be provided in proportion to the number of units, with the development as a whole designed for ease of parking and on-site traffic circulation. Building design and site orientation must be compatible with the surrounding neighborhood and must have exterior walls which incorporate projections, segmented massing, variation of surface materials or other design features capable of reducing bulky appearance.

All multiple family high density residential projects must be developed as Planned Developments in order to ensure optimal development.

Non-residential land uses, which are primarily neighborhood service-related, such as churches, schools and libraries, are permitted uses in the high density residential category.

This Plan has designated a total of 69 acres in five separate areas for High Density Multiple Family residential use. The suitability of the areas designated for this use was determined by virtue of their location and their compatibility with adjacent land uses (see Figure 3, page 25).

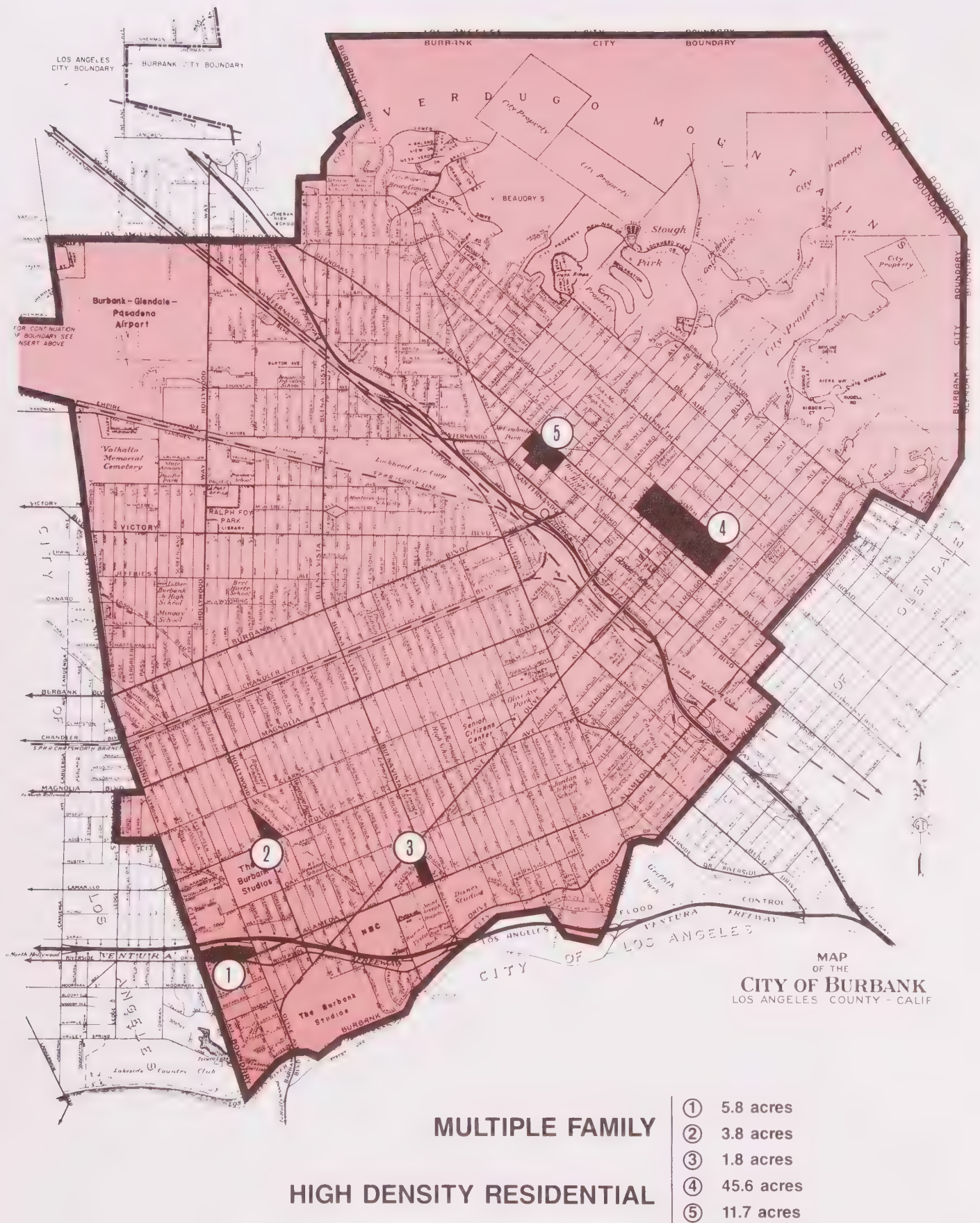


Figure 3: Multiple Family High Density

RESIDENTIAL LAND USE DESIGNATION	TYPICAL HOUSING ARRANGEMENT	MAXIMUM DWELLING UNITS PER NET RESIDENTIAL ACRE	MINIMUM LOT AREA PER DWELLING UNIT (IN SQUARE FEET)
Single Family Low Density	Single Family detached	7	6,000
Multiple Family Low Density	Duplex, triplex, two or three- story multiple unit structure	29	1,500
Multiple Family Medium Density	Two or three- story apartment or condominium	58	750
Multiple Family High Density	Townhouses, apartments, condominiums	87	500

Figure 4: Summary of Residential Densities

2. COMMERCIAL LAND USE

The five commercial land use categories used in this Plan provide land for a variety of commercial activities normally associated with urban areas. The commercial categories used in this plan are:

- a. SHOPPING CENTER
- b. LIMITED COMMERCIAL
- c. UNLIMITED COMMERCIAL
- d. CITY CENTER COMMERCIAL
- e. COMMERCIAL RECREATION

Each category represents the predominant type of commercial use in the designated area. In some instances, these categories may also include related or compatible light industrial uses, public facilities or multiple family residential developments provided that these uses can function in harmony with the predominant commercial use.

Commercial Land Use Objectives

The objectives of this Plan with regard to commercial development and land use in the City are as follows:

- To achieve a balance of commercial uses that will provide for the retail, business, professional and service needs of the residents of Burbank, as well as attracting customers and consumers from the surrounding region.
- To provide adequate land and proper locations to allow for a variety of commercial options with respect to type, scale and location.
- To create convenient and functional commercial facilities scaled to the needs of the areas in which they are located and intend to serve.
- To mitigate the problems associated with the linear dispersal of commercial uses.
- To strengthen Burbank's role as a center for media-related commercial and industrial activities.
- To achieve adequate off-street parking for all commercial establishments in order to prevent parking congestion on adjacent residential streets.

Commercial Land Use Policies

In order to accomplish the commercial objectives of this Plan as stated above, the following policies are established.

- Prevent the intrusion of incompatible uses into commercial areas.
- Alleviate the problems of traffic congestion, and require off-street parking geared to the type of commercial activity.
- Encourage and promote the overall improvement and general maintenance of all commercial areas.
- Improve the relationship between commercial areas and adjacent residential land through landscaped buffer strips and ensure the protection of adjacent residential land from the annoyances of undue noise, light and traffic generated by the commercial uses. Prohibit uses on commercially-zoned property which would create unacceptable impacts on adjacent single family residential property.
- Recognize the City Centre as the main commercial area, and the other commercial centers throughout the City as supplementary and complementary rather than directly competitive.
- Encourage the development of grouped shopping facilities in all neighborhoods to serve the needs of the adjacent residential areas; promote the development of landscaped pedestrian areas, adequate parking and safe access from adjacent neighborhoods.
- Promote improved appearance of commercial buildings and structures by requiring landscaped setbacks in proportion to the height and mass of the building, properly landscaped and maintained sites and adherence to a strengthened sign ordinance.
- Provide adequate municipal services for all commercial areas, including the improvement of street appearance through a program of street tree planting, suitable street lighting, and the relocation of unsightly utility poles and wires.
- Prohibit encroachment of semi-subterranean garages into required landscaped setbacks on street frontages.
- Encourage and facilitate the creation of new off-street parking lots for commercial development on major thoroughfares. Preferably, these parking facilities—structured or on open lots—should be on the commercial frontage. They should be well screened and designed not to interfere functionally or visually with pedestrian shopping. Where it is not feasible to put off-street parking in the commercial frontage, the use of the first contiguous residential lots (typically 50 feet) will be allowed for off-street parking facilities with a conditional use permit. Access to such parking should be from a side street or alley to prevent disruption

of arterial traffic flow. The design and use of these parking areas should be regulated to maximize their effectiveness as buffers between commercial and residential areas and minimize any adverse impacts of the buffer use.

- Encourage, facilitate and protect concentrations of similar and related commercial uses in commercial areas.
- Prevent the expansion of linear commercial development into existing residential corridors.
- Encourage new commercial development to provide on-site recreational opportunities for employees such as rooftop running tracks, recreation rooms and open space luncheon areas. New commercial development should contribute to the maintenance and improvement of City park and recreation facilities. A fee proportionate to the size of the development would help to offset the costs of increased park usage by the thousands of new workers expected to use City facilities on a daily basis.
- Prohibit uses in commercial areas which could pose an unreasonable threat to public health, safety and welfare. Such uses include, but are not necessarily limited to, those which employ or produce hazardous toxic substances.
- Limit the height of commercial structures adjacent to single family areas in order to ensure a compatible scale between the residential and commercial structures. This can best be achieved through a graduated height limit in which that portion of the commercial structure closest to a single family property is comparable in scale to single family structure heights. Portions of the commercial structure further from the single family property may increase in height in proportion to the distance from the single family property line. Any commercial structure exceeding three stories requires a conditional use permit.
- High-rise structures are considered appropriate only in Redevelopment Project areas and in the Media District.
- This Plan strongly recommends the formulation and adoption of a comprehensive Parking Management Plan to address the growing parking problem in the major employment centers of the City and along the strip commercial corridors. The Parking Plan should consider the following:
 - Preferential long-term parking in conjunction with short-term parking limits on residential streets near commercial development;
 - Time limits for parking on residential streets;
 - The use of up to one residential lot adjacent to commercial establishments for off-street parking lots;

- Commercial parking rates which favor the short-term user;
- Cooperation between the City and commercial property owners in exploring potential solutions to the parking problems of specific areas; these potential solutions may include: shared parking, parking districts and parking structures.

Area

A total of about 537 acres have been designated for commercial purposes as follows:

Shopping Center	65 acres
Limited Commercial	287 acres
Unlimited Commercial	50 acres
Commercial Recreation	23 acres
City Center Commercial	112 acres

a. SHOPPING CENTER

The Shopping Center land use designation is intended for grouped commercial facilities which are primarily related to and dependent upon the adjacent and surrounding areas for the majority of their customers. A shopping center is usually planned, developed, owned and/or managed as a unit and the location, size and type of shops relate directly to the trade area. The shopping center provides on-site parking in proportion to the types and sizes of the stores it includes. The predominant uses would be those types of commerce which provide essential goods and services to the adjacent land uses, i.e., food, drug and clothing stores, service shops and offices, professions and services related to the needs and requirements of the surrounding areas.

It is the intent of this Plan that shopping centers have only retail sales and neighborhood-oriented services on the ground floor, with commercial and professional offices limited to upper floor occupancy.

b. LIMITED COMMERCIAL

The Limited Commercial land use designation encompasses more than half of the commercial land in the City. This designation is intended to provide land primarily for general commercial uses such as business and professional offices, retail sales and commercial services. Appropriate uses in the Limited Commercial areas include groupings of professional

and business offices and the related commercial uses associated with this type of office development; the miscellaneous collection of individual stores located along street frontages; commercial enterprises providing food, goods and services to the surrounding residential areas; and mixed-use developments which combine compatible retail, office and residential uses.

Limited Commercial areas can also be considered appropriate for multiple family residential structures or mixed-use projects with commercial and multi-family residential if approved under the City's Planned Development Ordinance.

It is the intent of the Limited Commercial designation to exclude those commercial uses which may be intrusive, offensive or unsightly to adjacent residential and commercial uses.

c. UNLIMITED COMMERCIAL

The Unlimited Commercial land use designation is the most permissive commercial land use designation. It provides land for commercial and quasi-industrial uses which would benefit from proximity to industrial areas and the freeway. This designation is intended to accommodate warehousing, wholesaling, distribution, fabrication, assembly and packaging. However, uses which may be intrusive or obnoxious to adjacent residential uses are not permitted in those areas designated for Unlimited Commercial use and adjacent to residential neighborhoods.

d. COMMERCIAL RECREATION

The intent of the Commercial Recreation land use designation is to provide suitable land for commercial recreation facilities which require large areas for parking and access related to regional highways. Commercial recreation facilities function as essential supplements to the public recreational facilities, providing such facilities as bowling alleys, theaters, skating rinks and stables. Related commercial uses which are compatible with the primary use intended for this category include motels, restaurants and lounges.

Any development in the area designated for Commercial Recreation must be carried out as a Planned Development.

e. CITY CENTER COMMERCIAL

City Center Commercial is the land use designation given to the downtown City Centre Redevelopment Project area. The predominant use of land designated as City Center Commercial is for those activities which support the role of the City Centre as the primary business, financial, retailing and government core of the community. This area will be the focal point of commercial enterprises of Citywide importance, such as retail shopping, hotels, offices, public and quasi-public buildings and institutions, and places for recreation and amusement. Medium and high density residential development are considered a compatible land use in this area. All development occurring in the area designated for City Center Commercial use must be in strict conformance with adopted development plans and standards.

3. INDUSTRIAL LAND USE

The Industrial Land Use category provides land for a wide range of industrial and manufacturing activities. There are three Industrial Land Use subcategories:

- a. GENERAL MANUFACTURING
- b. RESTRICTED INDUSTRY
- c. HORSE COMPATIBLE

While the primary use in each of these categories is for industrial activities, related or supportive commercial uses and public facilities are allowed provided that these uses can function compatibly with the predominant industrial use.

The HORSE COMPATIBLE land use subcategory is a quasi-industrial land use category intended to provide land for light industrial or other uses which can be shown to be compatible with the special needs of the adjacent single family horsekeeping neighborhood.

Industrial Land Use Objectives

It is the intent of this Plan to provide a variety of industrial sites in the City, in order to facilitate the manufacture and provision of goods, services and employment. It is intended that industrial sites be attractive, convenient and safe, and that they be located so as to benefit both industry and the community. This Plan aims at pro-

moting Burbank's role as a regional industrial area and as an important employment center within the region.

There are currently pockets of residential land use in areas designated for industrial use. It is an objective of this Plan to eliminate residential land use in these areas as soon as possible in order to improve living conditions and to eliminate conflicts between industrial and residential land uses.

Industrial Land Use Policies

To accomplish the objectives of the Plan, the following policies are established.

- Where industrial land uses are adjacent to residential land uses—especially single family—a landscaped buffer shall be provided as part of the industrial development to shield the adjacent residential property from possible industrial nuisance or intrusion.
- Prevent the intrusion of incompatible uses which would reduce the efficiency of the industries and their growth and expansion.
- Encourage and facilitate the relocation of existing incompatible land uses out of industrial areas.
- Protect adjacent residential areas from industrial nuisances by requiring proper screening and landscaped setbacks as well as by implementing zoning controls which will regulate intensity of industrial uses immediately adjacent to more restrictive uses.
- Ensure adequate streets, off-street loading, service and parking facilities in industrial areas.
- Encourage and promote the landscaping of industrial sites and the aesthetic design of industrial buildings in order to improve the appearance of the industrial areas, and the City as a whole, thereby contributing to the positive image of Burbank.
- Encourage new industrial development to provide on-site recreational opportunities for employees such as rooftop running tracks, recreation rooms and open space lunch areas. New industrial development should also contribute to the maintenance and improvement of City park and recreation facilities. A fee proportionate to the size of the development would help to offset the costs of increased park usage by the thousands of new workers expected to use City facilities on a daily basis.
- Prohibit uses which could pose an unreasonable threat to public health, safety and welfare. Such uses include, but are not necessarily limited to, those which employ or produce hazardous toxic substances.

- Limit the height of industrial structures adjacent to single family areas in order to ensure privacy, light and a compatible scale between the industrial and residential structures. This can be best achieved by a graduated height limit in which that portion of the industrial structure closest to a single family property is comparable in scale to the single family structure. Portions of the industrial structure further from the single family property may increase in height in proportion to the distance from the single family property line. Any industrial structure over three stories requires a conditional use permit.

Area

This Plan designates 1,173 acres for industrial purposes; this land is divided among the industrial subcategories as follows:

General Manufacturing	872 acres
Restricted Industry	292 acres
Horse Compatible	9 acres

a. GENERAL MANUFACTURING

The intent of the General Manufacturing classification of land use is to provide land for manufacturing, assembly and fabrication, including large scale or specialized industrial operations and airport-related industrial uses. Convenient access by arterial streets, freeways and/or railroad is to be provided for these areas. Much of the land designated for General Manufacturing use lies within the Golden State Redevelopment Project area.

b. RESTRICTED INDUSTRY

The intent of the Restricted Industry land use classification is to provide land for those industrial operations which require an environment free from nuisances such as odors, noise, vibration or smoke, and which themselves are relatively non-obtrusive. Included in this category are non-manufacturing industries, hospitals, media-related industry, wholesale and warehousing enterprises engaged in the business of storage, supply and distribution of products.

Area of New Restricted Industrial Use East of the Airport

Whereas the majority of the land designated for Restricted

Industrial use in this Plan has been designated and developed as such for several years, there is one new industrial area in the City which has also been given the Restricted Industry designation. The area east of the airport, bounded by Thornton Avenue, Ontario Street, the alley north of Empire Avenue and the rear property line on the east side of Naomi Street, has been redesignated in this Plan for Restricted Industrial use. Previously part of a residential area, this area is considered unsuitable for continued residential use due to its proximity to the airport and general manufacturing uses as well as the significant amount of blight in the area.

In order to encourage optimal development as this area recycles to industrial uses, this Plan encourages the creation of a Specific Plan to guide development in this section of the City. Until there is a Specific Plan for this area, new development should occur as Planned Development.

It is recommended that a minimum lot size for this new industrial area—intended to facilitate good site design and circulation—be included in the City's Zoning Ordinance and that remnant parcels unable to meet this requirement be required to be developed as Planned Developments.

The rezoning of this area to the new industrial use, thereby creating land use compatibility with the nearby noise-generating airport, should not occur before a program or plan is in place for achieving similar land use compatibility in the noise-impacted areas to the south of the airport.

c. HORSE COMPATIBLE

The intent of the horse compatible land use classification is to provide land for light industrial, quasi-industrial or other uses which can be shown to be compatible with the adjacent single family horsekeeping neighborhoods and equestrian facilities in the area.

The area designated in this Plan for horse compatible uses is bounded by the Los Angeles River on the south, the Burbank City boundary on the east, Mariposa Street on the west and the rear property line of properties on the south side of Riverside Drive (see Figure 2, page 17). Due to the proximity of this nine-acre area to existing single family horsekeeping neighborhoods, equestrian trails and facilities, and the fact that access to this area is gained through horsekeeping areas, this Plan limits the uses permitted in the area to those that can be shown to be compatible with horsekeeping activities. Single family residential horsekeeping use is clearly

compatible, as would be equestrian-related uses such as stables and supplies. The area is also considered suitable for industrial or quasi-industrial uses which can be shown to be non-intrusive and meet the following conditions:

- Are unlikely to create significant noise, dust, odor or other nuisances for the adjacent single family neighborhood; and
- Are unlikely to create heavy volumes of traffic during evenings or on weekends when such traffic could create a hazard for the equestrian traffic in the neighborhood.

Due to the sensitivity of land use in this area and to the potential conflict which could occur should inappropriate land uses be allowed in this area, this Plan encourages either the rezoning of this area to R-1-H or Planned Development or the creation of a Specific Plan to provide development guidelines for the area of horse compatible land use.

4. AIRPORT LAND USE

The Airport land use category is intended to provide land for the Burbank-Glendale-Pasadena Airport and related facilities, and to protect the airport from uses that might restrict or inhibit its primary function as an air terminal facility. This category accommodates all uses directly related to airport operation and aircraft landing field uses, necessary facilities for air passengers and air freight, as well as facilities for fabricating, testing and servicing aircraft.

All land designated for Airport land use lies within the Golden State Redevelopment Project area.

Access to airport terminal facilities should be taken off Hollywood Way only; access off any other road should be prohibited.

Airport terminal facilities should only be located at a site on airport property which has adequate access and traffic carrying capacity to accommodate not only traffic which the airport itself will generate, but also traffic generated by the airport-related businesses which have been and will be generated in close proximity to the airport.

The City of Burbank recognizes that with the airport passenger load forecasted to more than double by the year 2000, future airport operations could have a significant impact on the residents of the City. In an effort to provide guidelines and direction for future airport development policies and to ensure continued harmony be-

tween the airport facility and its host city, the City of Burbank sets forth the following statement of expectations regarding impacts.

- Future airport CNEL noise contours will not exceed 1986 contours in size or shape.
- The City of Burbank and the Burbank-Glendale-Pasadena Airport Authority will provide programs, policies, and regulations designed to increase the compatibility of currently incompatible land uses within the 65 CNEL contour. These programs, policies, and regulations could include, but would not necessarily be limited to: sound insulation requirements for new structures, subsidies for providing sound insulation for existing structures, use of aviation easements, and transaction assistance in which the owners of noise-impacted property would receive funding for noise insulation or other assistance needed to sell noise-impacted property.
- The City of Burbank and the Burbank-Glendale-Pasadena Airport Authority will jointly participate in resolving existing and future ingress and egress problems associated with airport operations.

Area

This Plan allocates 355 acres for airport land use.

5. MOUNTAIN RESERVE LAND USE

The Mountain Reserve category applies to 2,485 acres of Verdugo Mountain land. The Mountain Reserve includes both public and privately-owned property. Public ownership accounts for 2,355 acres (248 of which are municipal parks); private ownership accounts for 130 acres. The City owns over 90 percent of the land designated as Mountain Reserve. It is the intent that this area be preserved in its natural state with uses limited to conservation, watershed, flood control, special recreational areas and facilities, as well as solid waste disposal facilities and water supply facilities with a conditional use permit.

In addition, a limited amount of low density residential development—not to exceed an average of one dwelling unit per gross acre—is allowed on privately-owned land in the Mountain Reserve. It is intended to allow only the number of units that can be accommodated by the topography and infrastructure in the area without creating problems of unsightly visual impact, the destruction of major ridgelines or water courses, safe road access, ground

stability, fire control, or significant negative impact on adjacent hillside developments.

As part of the environmental impact review which is required of any development in this area, a Constraints Map will be prepared identifying significant topographical or other environmental features upon which development should be restricted. Hillside developments will provide for permanent open space in areas generally consistent with the areas identified in the Constraints Map as not suitable for development. This open space, consisting of steep hillsides, ridgelines, watercourses and other unusable portions of the hills, is to be held in common and maintained by property owners or dedicated as public land in instances where the City considers public ownership preferable.

This Plan calls for the creation of two new zones to regulate the use of land designated as Mountain Reserve. One zone would be an Open Space zone which would be the underlying zone for all publicly-owned property in the Mountain Reserve as well as for all municipal parks. A second zone would be a Hillside Residential zone. The Hillside Residential zone is intended for all privately-owned land in the Mountain Reserve. This new zone classification will incorporate strict environmental controls and stringent development standards to ensure that any development in the hillsides is environmentally sound and will have minimal impact on the surrounding neighborhoods. These new zones will replace the Residential Estate (R-1-E) zone now underlying most of the hillside property. It is recommended that the Residential Estate zone be eliminated.

Developed properties on Country Club Drive—a unique canyon street which extends deeply into the hillside Mountain Reserve—should be rezoned Hillside Residential. Any further development or subdivision of property on Country Club Drive will be subject to strict environmental review.

The Rim of the Valley Trail Corridor passes through the Mountain Reserve area of the Verdugo Mountains. This is a 70-mile state designated mountain trail system of hiking and equestrian trails connecting parks and open space land around the San Fernando and La Crescenta valleys. It is a policy of this Plan to facilitate the development of the trail corridor.

Mountain Reserve Land Use Objectives

It is a primary objective of this Plan to preserve the natural amenities of the Verdugo Mountains and to provide a variety of outdoor recreational opportunities in this area.

Mountain Reserve Land Use Policies

The following policies are aimed at meeting the objectives of the Mountain Reserve Land Use category:

- City-owned land in the Verdugo Mountains shall be retained as public open space for primarily recreational and conservation uses;
- Development of the Rim of the Valley Trail Corridor through the Verdugo Mountains will be facilitated by protecting designated trail easements and prohibiting any development which would hinder the implementation of the adopted Corridor plan;
- Any development in the Verdugo Mountains shall be complementary to the area's natural environment and will be limited to privately-owned property.

6. OPEN SPACE LAND USE

The Open Space land use category includes 428 acres and provides land for conservation and watershed, for a variety of active and passive public recreational facilities and for private open space facilities.

Two subcategories of Open Space have been designated in this Plan:

- | | | |
|-----------------------|-----------|-------------------------------------|
| a. Public Parks | 341 acres | (248 acres in the Mountain Reserve) |
| b. Private Open Space | 87 acres | |

The location of municipal open space facilities are shown in Figure 5, page 42.

Open Space Land Use Objectives

This Land Use Plan aims at preserving land currently used for public open space facilities for which alternate sites would be difficult to provide. The Plan aims at allocating and protecting sufficient open space to provide a variety of outdoor recreational opportunities throughout the City with respect to size, location and facilities, as well as to conserve the natural amenities of the Verdugo Mountains. It is a further objective of this Plan to provide additional outdoor recreational opportunities wherever possible through the dual use of existing public facilities, such as landfill areas, reservoirs, public schools and utility easements for public recreational purposes as well.

Open Space Land Use Policies

The following policies are aimed at meeting the Open Space objectives of this Plan:

- All existing municipal parks will be preserved in their entirety;
- City-owned parks in the Verdugo Mountains shall be retained as public open space for primarily open space recreational and conservation uses;
- The use of public school sites, landfill areas, reservoirs and other public facilities to augment the City's supply of open space facilities is to be encouraged and facilitated.

This Plan calls for the creation of a new Open Space zone to underlie all municipal open space.

The Open Space subcategories are described below.

a. PUBLIC PARKS

The Public Parks category includes all municipal parks and recreation facilities. There are about 245 acres of developed public park land of which 131 acres are in the hillside Mountain Reserve. There are about 100 acres of land in the Verdugo Mountains which are designated as public park but are undeveloped and remain as natural mountainous terrain.

It is a policy of this Plan to preserve and maintain all existing municipal park facilities and to acquire and develop new facilities wherever possible.

b. PRIVATE OPEN SPACE

The Private Open Space land use category sets aside land for non-public uses which require large expanses of open land. This includes private outdoor recreational uses such as golf courses, park and tennis facilities as well as non-recreational uses such as cemeteries.

7. PUBLIC FACILITIES

The Public Facilities land use designation indicates and provides land for a variety of public and quasi-public facilities. The following public facilities are designated in this Plan and are shown in Figure 5, page 42:

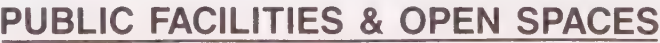
Public School Sites
Sanitary Landfill
Public Service Department
Fire Stations
Police Station
City Hall
Municipal Court
Libraries
Water Reclamation Plant
Public Works Yard

This Plan calls for the creation of a new Public Facilities zone to underlie the public facilities designated in the Plan for such period of time that public facilities are maintained on the designated sites.

In light of the fact that Burbank is essentially a built-up City with little available land to augment existing large-scale public facilities, and that the acquisition of additional areas is difficult and costly, it is essential that existing public facility sites not be relinquished unless it can be demonstrated that they will no longer be needed.

Public Facilities Land Use Objectives

This Land Use Plan aims at preserving land currently used for public amenities and necessary public facilities for which alternate sites would be difficult to provide. It is the intent that public facilities be located in areas of compatible land use and that their location reflect the policy of distributing service facilities equitably throughout the community.



- ### Figure 5: Public Facilities and Open Space

Public Facilities Land Use Policy

In order to achieve the above-stated objectives, it is the policy of this Plan that when an existing public facility is closed, the site be retained for public use until such time as it can be shown that:

- Future changes in population size or composition will not require the reopening of the closed facility;
- The closed facility is not needed at that site or that an alternate facility has been or will be provided; and that
- The site is not needed for another public use.
- The Plan calls for new uses in the Public Facilities zone to be approved by conditional use permit.

a. Public School Sites

Public school sites are a major public facility land use. There are 164 acres of school sites designated in this Plan—a total of 20 schools. Of those, four schools (21 acres) are closed due to under-enrollment and are being used for other school-related purposes.

As with other public facilities, it is a policy of this Plan that closed public school sites be retained for public school related use, as determined by the School Board, until such time as it can be shown to the satisfaction of the School Board that future changes in population size and composition will not require the reopening of the closed facility or that an alternate facility has been or will be provided.

In the event that public schools are closed at the discretion of the School Board due to under-enrollment, closed schools may be used for other than public school use on an interim basis, on the condition that the alternate use can be shown to be compatible with the neighborhood in which the school is located. A conditional use permit would be required and would be periodically reviewed.

It is the intent of this Plan to preserve an even distribution of public school sites throughout the residential areas of the City. School sites will retain their Public Facilities land use designation, even when schools are closed and used for other purposes, in order to accommodate future population growth and increased school enrollments.

Inasmuch as Burbank is a built-up City with little available land to augment existing open space and recreational facilities, public school facilities are an important supplement to municipal open space facilities. Public school sites make

a significant contribution to neighborhood open space and recreation opportunities. As residential densities increase, the need for open space facilities will also increase.

It is therefore essential that public school sites not be relinquished as public open space facilities unless the City is certain they are not needed as such.

When a public school site becomes surplus, it is a policy of this Plan that the City acquire the playgrounds, playing fields, recreational areas, and open space land particularly suited for recreational purposes, if the Council finds that the public lands in the vicinity of the school site are inadequate to meet the existing and foreseeable open space and recreational needs of the community. In the event the Council finds that there is adequate public lands in the vicinity of the school site to meet the recreational needs of the community, it is then the policy of this Plan that the City, or any other appropriate public agency, acquire all or a portion of the surplus site for other public purposes for which a need can be demonstrated.

In the event the City decides to acquire the playgrounds, playing fields, and recreational areas of a surplus school site, these areas shall be acquired under the conditions outlined in applicable provisions of state law. All other areas of a surplus school site, and any surplus site acquired for non-recreational purposes, shall also be purchased according to applicable provision of state law. In the event such laws require that a public agency purchase surplus properties at "fair market value", the value of the property shall be determined according to the highest and best use of the property for private uses, rather than public uses, compatible with the surrounding land uses and development intensities. The Public Facility land use designation or zone for a surplus site is not intended to be used to reduce the fair market value of the site.

It is the intent of this Plan that surplus school sites not purchased for public use be developed at the highest land use intensity which can be shown to be compatible with the surrounding land uses and intensities.

In the event that a surplus school site is not purchased for public use, it is a policy of this Plan that the site be rezoned to allow for other development consistent with the surrounding land uses and intensities.

It is a recommendation of the Plan that any development on school sites be carried out in accordance with the City's Planned Development Ordinance. Due to their large size, surplus school sites have significant development potential; as Planned Developments these sites can achieve maximum

site utilization. The Planned Development process allows for more than one use on a single site and facilitates development by allowing for concurrent review and processing of all necessary discretionary approvals (zone changes, variances, subdivisions, map entitlements).

b. Sanitary Landfill Sites

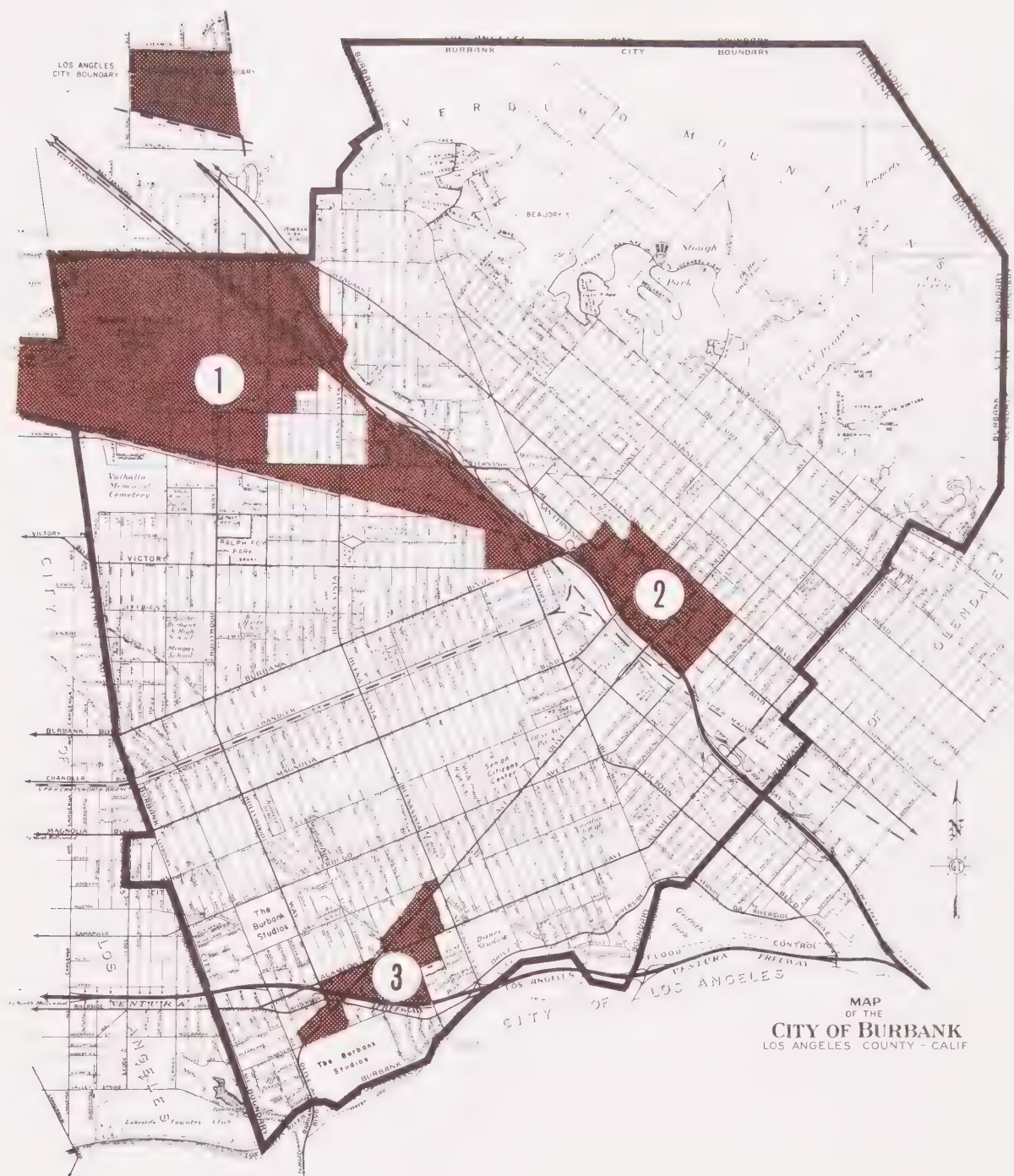
The Sanitary Landfill site designated in this Plan lies in the Mountain Reserve area of the Verdugo Mountains. This 86-acre site has a capacity of 23 million cubic yards of refuse and is expected to handle the City's solid waste disposal needs for 185 years.

Unlike the other public facilities for which a Public Facilities zone designation is recommended, this Plan recommends that the landfill site be given an Open Space zone designation like the rest of the Mountain Reserve; solid waste disposal would be a conditional use in the Open Space zone.

B. REDEVELOPMENT PROJECT AREAS

There are three Redevelopment Project areas in the City, totaling 1,453 acres (see Figure 6, page 46).

A brief description of each Redevelopment Project area, accompanied by a specific land use map for the Redevelopment Project area, can be found in Appendix D. The land uses designated in the Redevelopment plan for each project area are consistent with the land use designation in this Element; certain designations, however, may be more specific or limiting than the General Plan land use designation for the same area. More detailed information about the Redevelopment Projects can be found in the Redevelopment Plans and Environmental Impact Reports for each area; this information is available from the Burbank Redevelopment Agency.



REDEVELOPMENT PROJECT AREAS

- ① GOLDEN STATE
- ② CITY CENTER
- ③ WEST OLIVE

Figure 6: Redevelopment Project Areas

C. MEDIA DISTRICT

The Media District is an area of about one square mile located in the southwest corner of the City (see Figure 7, page 48). The area is a rapidly emerging commercial center dominated by several major motion picture and television production facilities, a medical complex and a growing number of offices, retail shops, restaurants and related services. The Media District has the potential for becoming one of the major commercial centers in the region. The West Olive Redevelopment Project lies within the Media District.

A surge of mid to high-rise office development in the Media District, beginning in the early 1980s, prompted the City to examine the potential impacts of continued development in this area. Preliminary traffic studies showed that there is a limit to the amount of new development that can occur in the Media District beyond which traffic congestion reaches unacceptable levels. The apparent need to protect adjacent residential neighborhoods from potential adverse impacts of continued development, together with the need to limit new development to that which can be accommodated by the area's infrastructure and street capacities, has lead to preparation of a Media District Specific Plan.

The Specific Plan details the intended use of land throughout the Media District and establishes policies and development guidelines to regulate continued development. The Specific Plan is aimed at creating an intensity of development consistent with the infrastructure and traffic capacities of the area, protecting the adjacent residential neighborhoods from the impacts of new development and unifying the Media District by emphasizing its media orientation and creating a unique "sense of place" for the area.

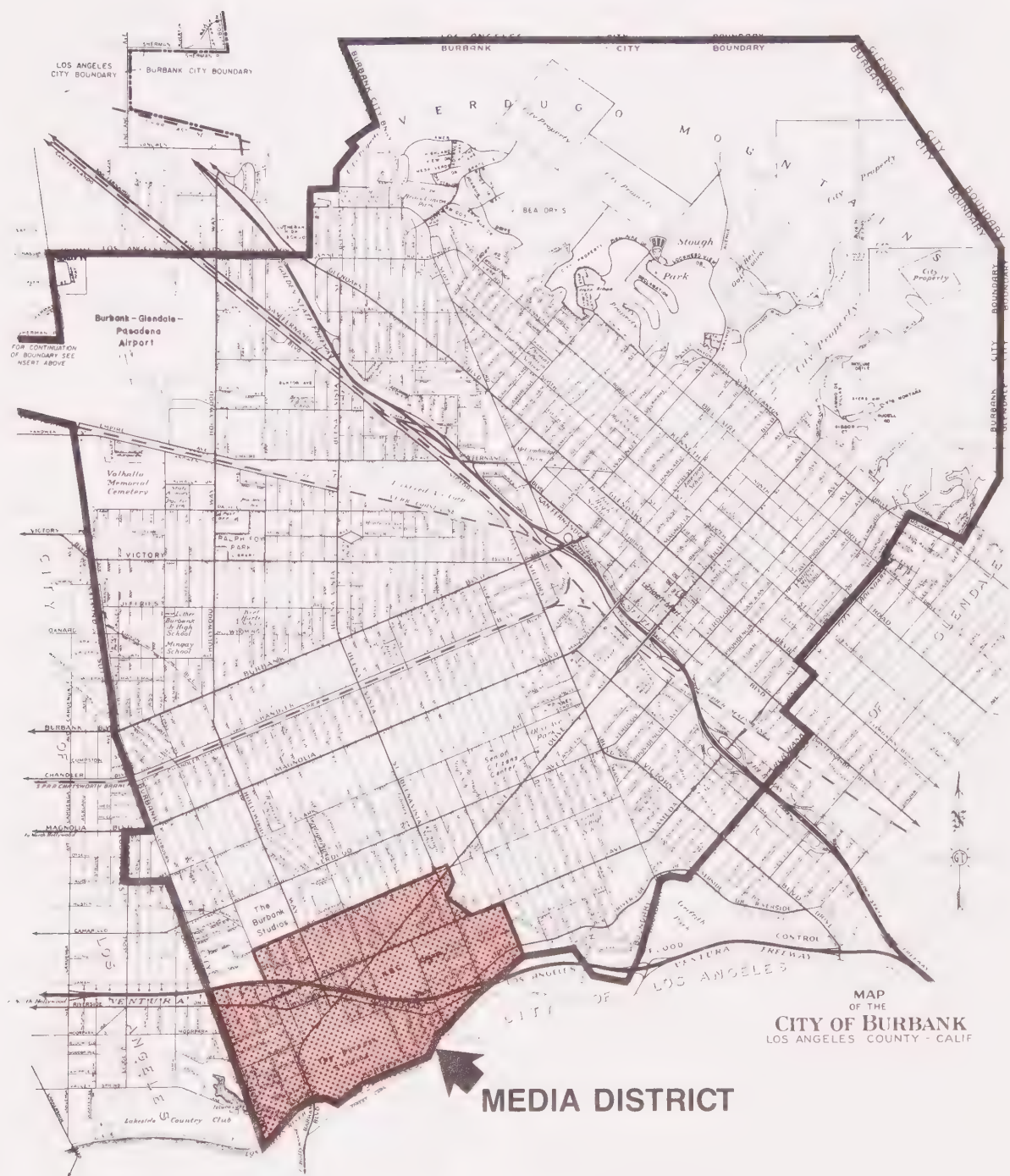


Figure 7: Media District

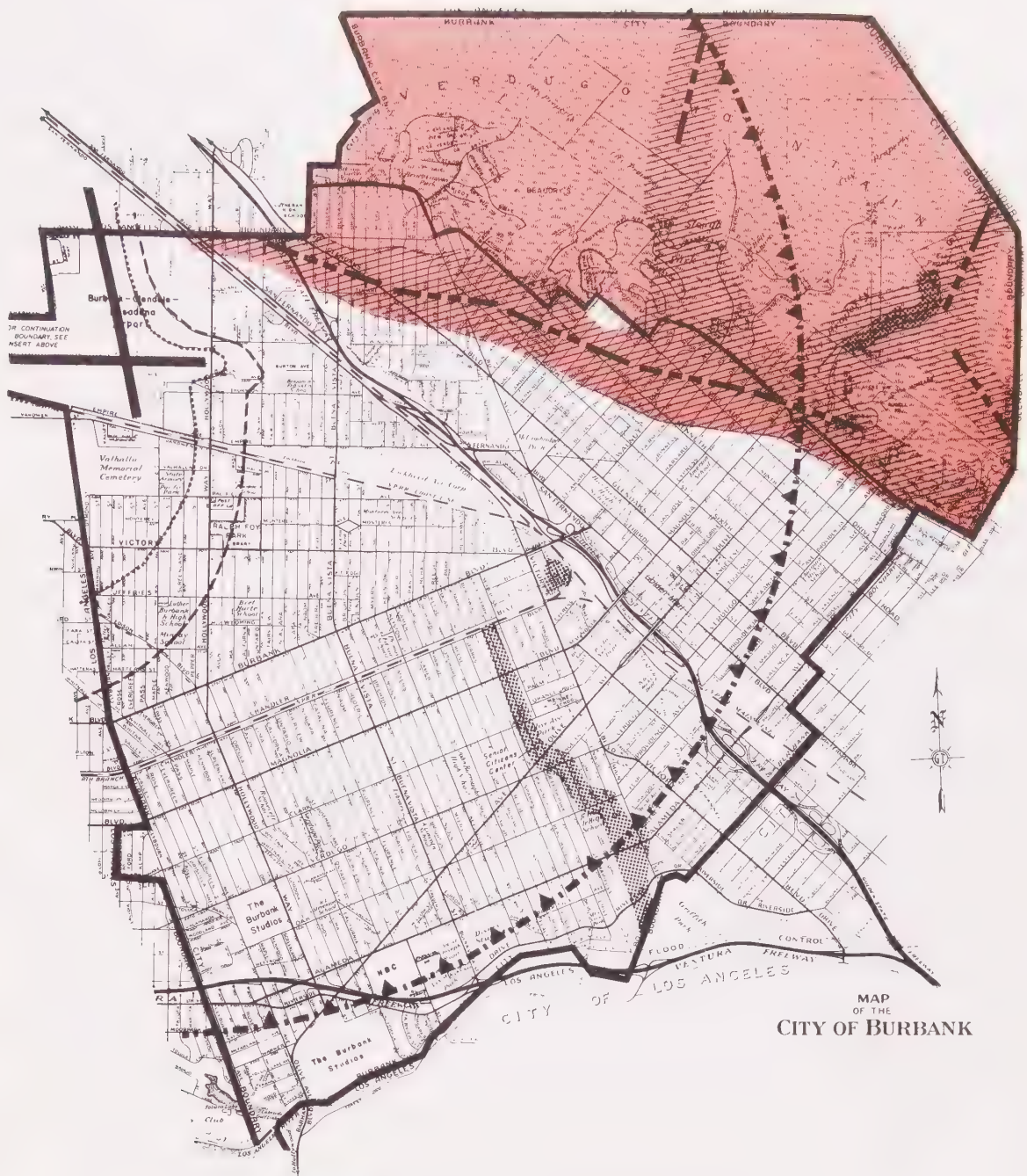
D. HEALTH AND SAFETY CONSTRAINTS

The Health and Safety Constraints are shown on the map in Figure 8 on the next page and indicate areas in which prevailing conditions may affect the suitability of the designated land use categories for certain types of development. The Health and Safety Constraints Map signals the need for additional study or information prior to determining the suitability of a particular development in an area. In some instances, the map may point out areas in which stricter development standards would be enforced, or the type and scope of development would be limited. The map indicates the general location of a health and safety feature, though not precise boundaries. Development in any of the areas indicated on the map should be preceded by a careful examination of the effects of the particular health and safety feature on the proposed development.

The Health and Safety features indicated on the constraints map include:

1. POTENTIAL SEISMIC RISK AREAS
2. HIGH NOISE EXPOSURE AREAS
3. HIGH FIRE HAZARD AREAS
4. FLOOD HAZARD AREAS
5. AIRPORT APPROACH AREA

1. POTENTIAL SEISMIC RISK areas are those areas within 820 feet of an active or potentially active earthquake fault. The Verdugo fault is the only active, or potentially active, fault in Burbank. This fault is located along the lower slopes of the Verdugo Mountains. The Seismic Safety Element has identified a 0.5 km (1,640 feet) wide band within which traces of the fault can be found. Within this area designated as POTENTIAL SEISMIC RISK, ground rupture can be expected to occur in the event of an earthquake involving the fault. By proper geological investigations, development can be set back from fault lines, thereby reducing the risk of vertical or horizontal displacement. The POTENTIAL SEISMIC RISK feature does not include areas subject to ground shaking, which can cause danger to life and property in a much broader area. This risk is normally reduced by structural provisions of the Uniform Building Code.
2. HIGH NOISE EXPOSURE areas are those areas impacted by airport noise, within which residences and schools are considered incompatible land uses. These areas are defined by the California Airport Noise Standards as land within the 65 dB CNEL (Community Noise Equivalent Level) contour. The development of an incompatible land use in this area is discouraged as is the intensification of existing incompatible land uses.
3. HIGH FIRE HAZARD AREAS include all land which lies in Fire Zone 4 which has a high wildfire potential. There are special building requirements in these areas for fire resistant construction as well as brush clearance requirements.



HEALTH AND SAFETY CONSTRAINTS MAP

-  Potential Seismic Risk
 -  Flood Hazard
 -  High Fire Hazard
 -  Airport Approach Area
 -  65 dB CNEL
 -  70 dB CNEL
 -  Verdugo Fault System
- High Noise Exposure

Figure 8: Health and Safety Constraints

4. FLOOD HAZARD AREAS include areas identified by Federal Flood Insurance Administration Maps within the path of a 100-year flood and any known areas of flooding within the City.
5. AIRPORT APPROACH AREA is the area identified by the Federal Aviation Administration (FAA) Guidelines as within the perimeter of building height limitations imposed by Part 77 of the Federal Aviation Regulations as well as areas identified in the City's Airport Approach Map.

In addition, any proposed development which is (1) over 200 feet above ground or is (2) within 20,000 feet of the airport and exceeds one foot in height for each 100 feet horizontal distance from the nearest point of the runway, requires clearance from the FAA prior to receiving a building permit from the City.

E. LAND USE PLAN CAPACITY

In Burbank, population growth is directly linked to the amount of new housing that can be produced. In order to allow for population growth the Land Use Plan must provide sufficient residential land, at appropriate densities, to accommodate new residential construction. The major factors affecting the creation of new housing, and the resultant increase in population, are land availability/suitability, market/housing activity, recycle potential, household formation rates, public policy concerns and the availability of public utilities and services.

The term "Plan Capacity" is used to describe two different types of capacity. One is "maximum theoretical capacity" which assumes complete saturation of the Plan through development at the highest permitted density in each category. The other is the "effective capacity" which is the maximum likely amount of development if market forces fully develop an area. The effective plan capacity is an estimate of the actual residential density a zone is expected to achieve considering that some land will always be used for other purposes, such as churches, large-parcel developments and parking lots. It is highly unlikely that the maximum theoretical capacity could ever be achieved for the following reasons:

1. Not all land can be, or will be, developed;
2. Numerous residential lots are used for other than residential purposes;
3. There are many residential lots which are oversized with respect to the minimum parcel size;
4. Much of the existing residential development is built at lower than maximum allowed densities yet is not a likely candidate for recycling during the timespan of this Plan;
5. Most new residential development does not achieve maximum allowed densities due to the economics of development, site limita-

tions, or the choice of the builder not to build to full permitted capacity.

The concept of Plan Capacity is useful for investment decisions, facility planning, and general systems planning.

The Land Use Plan Capacity represents an opportunity for development. Whether this development opportunity is ever realized depends on a number of circumstances, not the least of which are the market forces at work in the area.

Both the numerical value of the Plan Capacity and its relationship to existing uses have direct policy implications. For example, in order to facilitate growth and rehabilitation in a built-up city such as Burbank, it is necessary to recycle certain areas to a higher density. As a means to stimulate the amount of recycle needed to attain the desired growth and rehabilitation, it is necessary to provide extra effective capacity. This is known as excess capacity.

In an effort to accommodate and facilitate market forces and encourage development of new housing, this Plan provides about 25 percent excess capacity, an accepted factor for Southern California. This is effective plan capacity beyond that needed to achieve the forecasted population growth during the time span of this Plan. This excess capacity is intended not only to accommodate, but to encourage and facilitate new residential development in areas of the City found to be most suitable. Excess capacity can serve as a stimulus to growth by providing a wider variety of development opportunities thereby mitigating the problems of land acquisition and assembly.

Excess capacity compensates for numerous circumstances which hinder the provision of new housing in a City such as Burbank. These circumstances include:

- Unwillingness of proper owners to either sell their property or recycle it for higher density development;
- Difficulties in land acquisition and assemblage required for recycling in a built-out community;
- Stringent development standards for high density multiple family development.

All excess capacity has been allowed in land designated for multiple family residential uses. The recycling of multiple family residential land at higher densities will provide for the bulk of new housing in the community in that there remains very little undeveloped land for single family residential.

The table in Figure 9 on page 54 shows the carrying capacity of this Land Use Plan. Here it can be seen how the Land Use Plan is designed to meet its housing needs to the year 2005 and accommodate projected growth. The table gives the effective, or likely, capacity for dwelling units, households and population, as well as the theoretical maximum capacity (in parenthesis).

The Plan has a theoretical maximum capacity of 63,704 dwelling units which could accommodate a maximum population of 140,805. As discussed earlier, however, residential land is rarely, if ever, built out to maximum theoretical capacity.

A realistic estimate of ultimate buildout—the effective capacity—is 55,707 dwelling units. This effective capacity includes about 25 percent excess capacity to facilitate new development through greater opportunities. Removing this excess capacity which is not expected to be utilized over the scope of this Plan, the likely yield of this Land Use Plan is estimated at 43,312 dwelling units by the year 2005. This would accommodate the projected population of between 92,000 and 97,000 people.

Should development in particular areas of the City exceed expected buildout to the point where it would strain public utilities and services, mandatory environmental review would bring this to light. It is a policy of this Plan not to allow development which exceeds the City's infrastructure and service capabilities.

Environmental review is required of every application for rezoning to a higher residential density. Additional review is required for structures over three stories in height in that they require a conditional use permit. This mandatory environmental review and careful scrutiny of each project serves as a control to keep development in line with infrastructure and service capacities.

A	B	C	D	E	F	G	H	I
LAND USE CATEGORY	ACRES ALLOCATED	DWELLING UNIT INTENSITY	DWELLING UNIT CAPACITY	EXPECTED DWELLING UNITS	HOUSE- HOLDS	HOUSE- HOLD SIZE	POPULATION CARRYING CAPACITY	POPULA- TION DENSITY
Single Family Low Density	2,966	6.63 (7)	19,931 ^a (21,028) ^a	19,931 ^a	19,632 ^a (20,713) ^a	2.35	46,135 ^a (48,676) ^a	14 ^a (15) ^a
Multiple Family Low Density	185	20 (29)	3,700 (5,365)	2,220	2,187 (5,285)	2.25	4,921 (11,891)	27 (64)
Multiple Family Medium Density	511	50 (58)	25,550 (29,638)	17,119	16,862 (29,193)	2.2	37,096 (64,225)	73 (126)
Multiple Family High Density	69	80 (87)	5,520 (6,003)	3,036	2,990 (5,913)	2.1	6,279 (12,417)	91 (180)
TOTAL	3,731	14 ^a (16) ^a	55,707 ^b (63,704) ^b	43,312 ^b	42,662 ^c (62,749) ^c	2.25	96,599 ^d (140,808) ^d	24 ^a (35) ^a

a Includes potential for up to 266 new dwelling units in the Mountain Reserve.

b Includes additional dwelling units in mixed-use areas—1,467 theoretical and 880 expected. Also includes additional units assumed for one Multi-Family Medium Density Area with 7 acres of R-5 zoning: 203 theoretical, 126 expected.

c Includes additional households from dwelling units referenced in b: 1,645 theoretical, 991 expected.

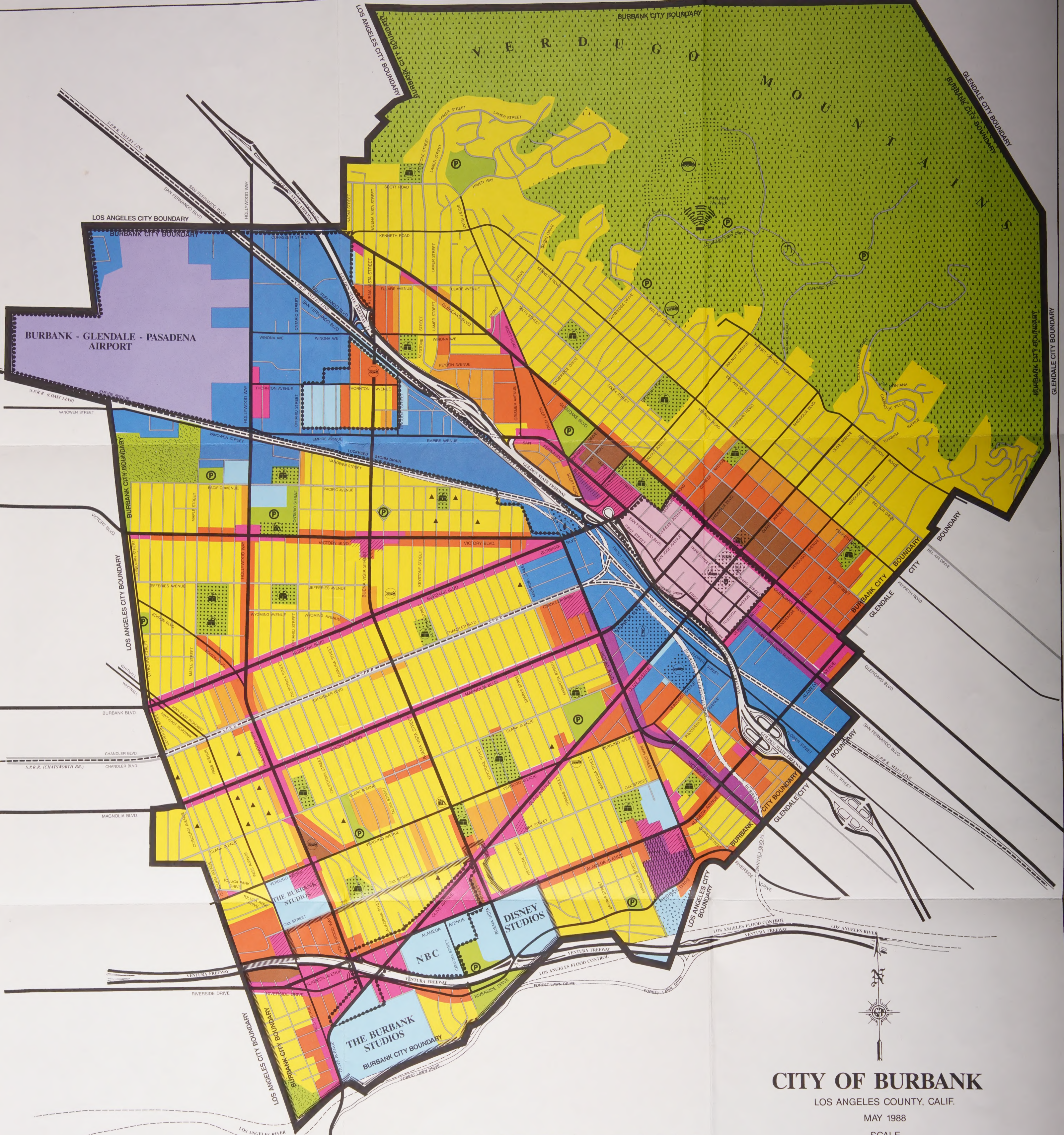
d Includes additional population from dwelling units referenced in b: 3,599 theoretical, 2,168 expected.

NOTES:

- Column C - The maximum likely number of dwelling units that would be built per net residential acre. Number in parenthesis () represents the maximum theoretical number of dwelling units that could be built per acre. For single family density, the likely dwelling unit intensity reflects existing units per acre.
- Column D - The likely or effective dwelling unit capacity ($D = B \times C$). The number in parenthesis () represents the maximum theoretical number of dwelling units that can be built in each land use category.
- Column E - Dwelling units expected in the year 2005; determined by removing the excess capacity built into the multiple family residential densities; multi-family low 40%, multi-family medium 33%, multi-family high 45% (D minus Excess Capacity).
- Column F - Occupied dwelling units assuming the achievement of a 1.5% vacancy rate [E minus 1.5% for expected occupied units; D minus 1.5%, for theoretical maximum in parenthesis ()].
- Column G - Household size reflects 1980 U.S. Census data for Burbank indicating larger households in single family dwellings, and a decrease in household size as residential densities increase.
- Column H - The likely number of persons which could be accommodated by available housing ($H = F \times G$). The number in parenthesis () represents the maximum theoretical number of persons which could be accommodated.
- Column I - The likely number of persons per net residential acre ($I = H/B$). Number in parenthesis () represents the maximum theoretical population density.

ESTIMATED 1987 CONDITIONS			LAND USE PLAN - YEAR 2005			
Land Use Category	Acres	Mil Gross SF Development	Acres	Change	Expected Development Mil Gross SF	Change in Development
RESIDENTIAL						
SEE FIGURE 9, PAGE 54						
COMMERCIAL	520	10.8	537	17	18.8	8
City Center Commercial	106	1.7	112	6	5.0	3.3
Shopping Center	65	1.4	65	0	2.0	0.6
Limited	276	6.5	287	11	9.9	3.4
Unlimited	50	1.1	50	0	2.0	0.6
Commercial Recreation	23	0.1	23	0	0.5	0.4
INDUSTRIAL	1,149	24.9	1,173	24	30.1	5.2
Restricted Industry	266	5.7	301	35	8.4	2.7
General Mfg.	883	19.2	872	-11	21.7	2.5
VACANT	9	NA	0	- 9	NA	NA

Figure 10: Land Use Plan Development Projections for Year 2005



LAND USE PLAN MAP



- | | | | | | | |
|--------------------------------|------------------------|----------------------------|--------------------|-------------------|---------------------------|-------------------------|
| Single Family Low Density | Limited Commercial | General Manufacturing | Mountain Reserve | Public Facility | Police | School |
| Multiple Family Low Density | Shopping Center | Restricted Industry | Private Open Space | Fire Station | City Hall | Municipal Courts |
| Multiple Family Medium Density | City Center Commercial | Horse Compatible | Park | Library | Public Service Department | Water Reclamation Plant |
| Multiple Family High Density | Commercial Recreation | Airport | Golf Course | Sanitary Landfill | Public Works Yard | |
| | Unlimited Commercial | Redevelopment Project Area | | | | |
| R-2 Zone Area (see zoning map) | | Media District | | | | |

